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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. Overall Production:

a. VEB Plan:	Target in 1000 DM	Output in 1000 DM	%
For April	43,355	26,744	61.7.
Since beginning of 1953	169,037	107,486	63.6.
b. National Plan:			
For April	42,101	26,744	63.5.
Since beginning of 1953	171,335	107,486	62.7.

2. Specific Items:

These are reckoned for the first few months of the year:

	Target	Actual	%
a. "Seiners"	1	0	-
Cutters	10	0	-
Luggers	32	23	71.9
Trawlers	1	1	100
Passenger Ships	3	-	-

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					
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b. <u>Cargo Vessels:</u>	<u>Target in 1000 DM</u>	<u>Actual in 1000 DM</u>	<u>%</u>
Up to 1000 tons	625	227	36.3.
3000 - 5000 tons	6,677	3,370	50.5.
Over 5000 tons	-	-	-
Special Ships	43,650	22,203	50.9.

3. Reasons for nonfulfilment of production plans.

a. "Seiner": Because of delayed deliveries of material from Hennigsdorf and Riesa, for curved and side sections, work has proceeded very slowly on the "Seiner". A further delay was caused by faulty welding. The backlog of work is to be made good in May 1953. 50X1-HUM

b. Cutters: The backlog of work for the first quarter could not be made good in April, although output was 134% of the normal month's work. It is planned to have 4 ships ready for delivery in May; this would clear up all work in arrears. 50X1-HUM

c. Luggers: Lugger production shows an arrears of 9 ships, namely 50X1-HUM

(1) 6 at the Volkswerft Stralsund, where, despite increased efforts, arrears from the first quarter could not be made good because of material shortages.

Lugger: After the acceptance trials, the propellor had to be changed and the tail shaft lengthened. 50X1-HUM

Luggers: The capstan had to be re-sited after the acceptance trials. 50X1-HUM

(2) 3 at the Elbwerft, Boizenburg, which could not be delivered in April because of the lack of the following:

Lugger painting incomplete 50X1-HUM
 Lugger brine pump for the freezing plant
 Lugger spare propellor, capstan, brine and cold water pumps, ammeters and voltmeters.

The firms providing these parts have been approached and told of the urgent need for them. The arrears are to be made good in May.

d. Trawlers: The trawler already delivered was in arrears from 1952. Progress on the completion of Trawler 1004 is held up because of a labor shortage. Parts missing are gears, thrust block, and fly wheel. 50X1-HUM

e. Cargo Vessels up to 1000 BRT: 4-10 mm steel is lacking for the internal fittings of the first vessel. Although part of the auxiliary engine has been delivered, there are difficulties in obtaining the electric motors for it. Progress on the second vessel is very slow as there is little material available for it. 50X1-HUM

Cargo Vessels over 3000 BRT: The date of completion has been postponed for the following reasons: 50X1-HUM

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- (1) Delivery of boiler parts through KIW-Magdeburg should have been made for vessel [] in September 1952, for vessel [] in October 1952 and for vessel [] in November 1952.

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The delivery date for vessel [] was in April 1953

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The delivery date for vessel [], still not determined; awaiting delivery of 260 water tubes.

Delivery for vessel [] - no actual date for delivery available.

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- (2) The main engines for vessel [] were delivered on 14 February 1953, instead of September 1952. For vessel [] delivery should be effected between 20 and 25 May 1953; for vessel [] there still is no date for delivery.

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- (3) The first three steam dynamos are to be delivered on 1 October and 20 June 1953. The other 3 steam dynamos are to be delivered in July and no delivery date has been given for the remainder.

- (4) The changing of the propellor for vessel [] (Gbz-screw instead of Stg-screw) cannot be carried out until after 7 May, because the dock will be otherwise occupied until that date.

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- (5) There is a lack of skilled pipe fitters. A plan to make good lost time is being drawn up.

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f. [] Special Ships: Included in this plan are all the Government orders such as "HABICHT", SCHWALBE, SPERLING, DRACHE, DOCK, etc."

(1) HABICHT

Volkswerft Stralsund

2002 - left the dockyard on 27 April 1953.

2003 - The changes have not yet been completed.

2005 - The scaling of the outer shell is proceeding very slowly. Labor for it is available only on the late shift. Furthermore, the coupling for the transmission has not yet arrived.

2006 - Constructional work is still in progress. It is planned to make good the backlog in May.

Peenewerft Wolgast

2002 - Static tests of the main engines on 28 April 1953 were discontinued because of the failure of the oil pumps on the BB-engines. A list of the really urgent parts needed was sent to Volkswerft Stralsund on 30 April.

2004 - Arrived at Volkswerft Stralsund on 23 April for finishing. Straightening work, scraping and painting has been carried out so far.

2007 - 4 mm steel is still not available. Approval for the use of 2 x 1 m - steel plates has not yet been obtained. Because of changes in design and changes requested by Kontrolle Stralsund, this ship will not be built on schedule. As the roller for flattening the steel is not yet in working order, work cannot proceed and delay is inevitable.

2008 & 2017 - as above.

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(2) SCHWALBEPeenewerft Wolgast:

4 mm steel for the outer shell is still not available. Completion of the various parts is also held up through lack of materials, chiefly 4 mm steel.

Volkswerft Ernst Thaelmann Brandenburg:

Changes must be made in the special apparatus for the SCHWALBE, as well as the pipes; thus the date of completion cannot be advanced. Furthermore, there is a lack of 200 diameter (sic) curved plates. Delivery of the material is not due until the third and fourth quarters of the year.

(3) DRACHE

Work on this ship is proceeding very slowly because of errors in the plans and late delivery of the basic drawings (Projekt-Unterlagen). There are further difficulties concerning the procurement of fittings, engines, plant and auxiliary boilers.

(4) DOCK

At a conference [redacted], with representatives of the Klewitz Section of HV Schiffbau and the Ministry of the Interior's representative Flinck (fnu), and of conference [redacted] with States Secretary Wolf, it was decided that the planned 1953 construction of the floating dock would be postponed and work limited to filling the orders already placed. The two completed pontoons will be fitted with available pipes and placed in storage. All other work is to be postponed.

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g. 46 13 513 - Passenger Vessels:(1) Warnowwerft Warnemuende:

Failure to obtain the 400-ton shipbuilding press (Schiffbaupresse), which was to be made available to the dockyard according to an agreement [redacted] has caused delays in the work. Because of the delayed delivery of drawings from the Central Planning Office in Warnemuende, the work cannot start on schedule. Lack of skilled shipyard workers and welders is retarding the work. 4 and 5-mm steel plate is lacking for the second passenger ship. The preparatory work on the ventilating system has suffered interruptions because of faulty drawings and plans.

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(2) Mathias-Thesenwerft, Wismar:

Because of a lack of steel plate at the beginning of the year and the delayed availability of funds, plans are far behind schedule and arrears cannot be made good. The 1953 construction plan must therefore be amended.

(3) Staatswerft, Rostensee:

The following steel is unavailable:

90 tons of 4-mm steel
95 tons of 5-mm "
38 tons of 6-mm "

also drawn pipe:

100 kg of 14 x 2 cm pipe
900 kg of 191 x 12 cm pipe

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The scuttles already fitted are being scrapped and will be changed when new ones are delivered. Because of technical difficulties, a final decision on the design of the scuttles has only just been reached. Super structure windows from the ELZ firm cannot be delivered until 15 June or 15 July because of material shortages. The safety glass (import) will not be delivered until 15 May 1953, according to a report of the DHZ-Meissen, as the necessary currency is not yet available. The additional roller bearing for ship 1 cannot be obtained for 3 to 4 months.

4. Expansion of Shipyards:

a.	<u>Budget</u> ¹	<u>Available since</u> <u>beginning of year</u> ¹	<u>%</u>
Main installations	81,510.0	16,057.0	19.7
Secondary "	4,933.0	157.1	3.2
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Total funds	86,443.1	16,215.0	18.8
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Secondary Instal-
lations include:

Subsidiary plant	2,100.0	79.2	3.8
Social welfare	1,350.0	77.9	5.8
Health establishments	650.0	-	-
Culture "	630.0	-	-
Youth and Sport	203.0	-	-

b. Important tasks:

Warnowwerft Warnemuende	24,841.0	5,839.1	23.5
Thesenwerft Wismar	26,613.0	6,121.5	23.9
Volkswerft Stralsund	3,184.0	1,508.5	47.4

A comparison with the budget figures can only be made on a quarterly basis, because reports from the various concerns are submitted in this way. Exact plans for the budget are being worked out on a monthly basis by the concerns, and these plans will include plans for making good lost time, so that in the next report it should be possible to give exact budget figures. The reports already available from the concerns show that there is no great delay. Difficulties in meeting schedules are bound to occur because the Ministerium fuer Aufbau and the Staatssekretariat Bauwirtschaft have not released funds for pipes. Furthermore, the allocation for supplies of reinforced concrete is not adequate, so that there are bound to be delays in completing ships on schedule. Further bottlenecks in carrying out the plans occur because supplies of rails and sleepers are not available for building railway lines. The completion of work planned in the subsidiary plants of the concerns is expected to be greatly delayed as drawings from the Drafting Office are always delayed.

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1. Comment: Although the basic document does not indicate the unit of value, it is assumed that the unit of value in the tabulation is 1000 DM East.

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